



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Chris Martin

David Mendoza

Mike Sheehan

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** September 18, 2012 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Linda Anderson, Mike Merritt (for Port of Seattle), Terry Finn, Mike Sheehan

**Guests Present:** Frank Rose (Sysco Seattle), Neal Komedal (Bicycle Advisory Board), Dan Graynski (Fehr & Peers), Katherine Casseday (Casseday Consulting), Tim Hillis (Charlie's Produce), Cathy Tuttle (Seattle Neighborhood Greenways), Bob Edmiston (Seattle Neighborhood Greenways)

**City Staff Present:** Peter Hahn, Tracy Krawczyk, Nolan Rundquist, Sandra Woods, Ruth Harper (all SDOT), Sandra Pinto de Bader (Office of Sustainability and Environment), Brennon Staley (DPD)

### 1. Welcome and Introductions

Warren Aakervik called the meeting to order. Board members, city staff, and other attendees introduced themselves.

### 2. Public Comment

The public comment period was postponed to the end of the meeting; there were no public comments.

### 3. Approval of minutes

The Board approved both the May and June 2012 minutes.

### 4. Chair's Report and Announcements

Warren Aakervik introduced Katherine Casseday, whose nomination will be considered by the Council in the upcoming weeks. David Mendoza will also be considered. Assuming confirmation, this will leave one vacancy on the freight board. Warren also reviewed the four members whose terms expire in December 2012 to gauge their interest in being re-confirmed. Linda Anderson and Mike Sheehan are interested in staying on the Board. Chris Martin and Cameron Williams were not at the meeting.

### 5. Discussion about \$40 million SODO Transportation Infrastructure Fund as part of Proposed Arena

Peter Hahn stated that the key intent of this fund is to address freight mobility. The Freight Board will play a significant role in this. Stakeholders are the Port, the

Duwamish TMA and the BINMIC. The \$280K Freight Access Study will be a good start to these efforts. Hopefully, the \$40 million will be leveraged to include more money.

This is still preliminary, however, as the Arena EIS needs to be completed and the project proponents have not secured an NBA team.

Warren Aakervik noted that the freight access study will really help start identifying projects. Peter also noted that SDOT is currently doing more paving in SODO on parts of Myrtle and Horton, as part of the spot repair program.

## **6. Urban Forest Management Plan and the DPD Tree Ordinance**

Sandra Pinto de Bader from the Office of Sustainability and Environment (OSE) presented a briefing on the Urban Forest Management Plan (UFMP) update. The plan was created in 2007 and is being updated in 2012. The Plan's goal is to have a 30% tree canopy in the city by 2037.

Since 2007, the City has:

- Created the Urban Forestry Commission in 2009
- Created a new permanent position in 2011 to do urban forestry outreach
- SDOT created an online street tree map and planted close to 4,500 trees with Bridging the Gap funding
- The Green Seattle Partnership, and effort of the City of Seattle and non-profit Forterra continued to restore forested parklands, getting rid of invasive species
- DPD created GreenFactor and is currently updating private property tree regulations
- Participated in the iTree sampling survey—which provided information on the benefits of Seattle's urban forest and data on condition and diversity.

The 2012 UFMP will continue to focus outreach and planting efforts on residential areas. The goals for canopy coverage have not changed. The goal for tree canopy for industrial areas remains at 10%. One measurement from 2002/2003 and 2007 data using LIDAR (radar software) said the canopy in industrial areas was about 8%. Satellite imagery of the same data done in 2009 showed canopy coverage in industrial areas at 4%. LIDAR and satellite are different technologies and comparing results is not a straight forward analysis. The City doesn't feel it has enough data points to revisit the UFMP's goals. One of the items in the Action Agenda is to conduct more canopy analyses in the future to inform the UFMP.

The UFMP Action Agenda is not fully funded. The actions for the industrial areas are:

- Evaluate habitat corridor and waterways gaps in the industrial management unit
- Efforts in industrial areas will focus on maximizing canopy on industrial Landscape Streets, riparian area, and commercial properties
- Work with private property owners and major public industrial operators to explore tree planting opportunities in industrial areas.

Public comment on the UFMP is being taken through October 1, 2012.

Board members had the following comments/questions:

- There are places where trees are overhanging arterials, and conflict with Metro buses. A: SDOT does maintenance, tries to maintain 14' clearance over arterials and 8' over sidewalks, however the current rotation for the whole city takes 14-15 years. SDOT is trying to implement a 4 year rotation plan for arterials. There is some funding set aside for SDOT to respond to requests for tree trimming on Major Truck Streets.
- Some trees are in the "wrong" spot for the type of tree. A: Yes, some of the choices many years ago were not the best; it is actually better to have larger trees.
- The 12% goal downtown includes pocket parks....for the industrial areas, you need to count such things as railroads/Ballard Locks/Fremont Cut and other parks.
- Major truck streets with trees on private property should be considered part of the planting areas.
- As the industrial area gets smaller, the city is losing the trees in those areas; that leaves the (smaller) industrial area with fewer trees.

Brennon Staley from the Department of Planning and Development (DPD) discussed the recent update of the DPD Tree Ordinance. The industrial areas really have a minority of trees in the city. The ordinance has different regulations depending upon whether or not development is taking place. As part of this update, "exceptional tree restrictions" have been simplified, and single-family zone tree requirement have been modified.

For industrial areas, a Green Factor requirement has been added for commercial and retail development over 4,000 square ft.

Mike Merritt from the Port of Seattle mentioned that the costs involved with development can be significant. Brennon noted that industrial areas are special and have flexible spaces, and much outreach is always done.

Both of these presentations can be found at:  
<http://www.seattle.gov/sfab/documents.htm>.

## **7. Neighborhood Greenways**

Sandra "Sam" Woods gave a presentation on the Neighborhood Greenway concept, which promotes the use of non-arterials and less congested streets for walking and bicycling. She started the presentation by showing a film made about the Portland, Oregon neighborhood greenways, which can be viewed here:  
<http://www.streetfilms.org/portlands-bike-boulevards-become-neighborhood-greenways/>.

The goal of Greenways is to provide a safer, more comfortable neighborhood network. They can connect to regional trails, are parallel to high volume arterials, provide connections within the local community and minimize grade changes. Crossing

arterials is sometimes the most challenging and expensive component of the greenway. One element is an upgrade from a pedestrian half signal to a full signal.

Comments from the Board include:

- On major truck streets—put in signalization (vs. marked crosswalk only). Signals can help coordination of the roadway. Make it safer—trucks can't always stop quickly if they see a bicyclist or pedestrian enter a crosswalk.
- Talk to the businesses that require semi-truck deliveries; know where the trucks turn to access the loading docks; avoid restricting these turns
- The two-way-left turn lanes are often used for loading, may have to provide curb side loading
- Overlay major truck streets with greenway plans
- Truck signage itself would be helpful
- Public doesn't know where the freight routes are
- Of the 60% willing to "try" to bike, how often do they want to ride?
- Where a median exists, you don't need a signal, though a signal is better. A: Median islands are less expensive than signals

Cathy Tuttle from Seattle Neighborhood Greenways presented the efforts of this group. The organization started as a coalition of three groups and has grown to 19 groups in one year. The goal is to have a greenway network in ten years (2022).

Bob Edmiston from the Madison Park/Madison Valley Greenways group discussed how "crowd-sourced mapping" can really help the efforts of designing greenways. These groups help the city with neighborhood knowledge—helping to pick the right routes. He invited the Freight Advisory Board to collaborate with the greenways group in this planning process. The priorities of freight and greenways may be the same:

- Clearing roads for truck mobility?
- Creating alternatives for SOV trips?
- Getting kids to walk and bike to school can reduce gridlock at pickup and drop-off times.
- Delivery trucks need space to deliver—let's be sure that the needs of freight are considered NOW in the planning of greenways.

A board member asked if pedestrians are permitted or encouraged to use greenways. Ms. Tuttle said greenways are designed for both pedestrian and bicycle access. In general, sidewalks (where they exist) are the priority path for pedestrians. The greenways crossings help pedestrians too. Both of these presentations can be found at: <http://www.seattle.gov/sfab/documents.htm>.

## **8. Adjournment**

The meeting adjourned at 11:30 am.